2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
119

Town of Marion

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Town of Marion

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Marion																
				From: WCL Marion												
11 S Main St	0.52	**9900**	**G**	98%	0%	1%	0%	0%	0%	C	0.089	F	0.615	10000	G	2002
				To: Greenway Ave												
				From:												
11 S Main St	0.40	**10000**	**G**	98%	0%	1%	0%	0%	0%	F	0.087	F	0.604	10000	G	2002
				To: Anderson St												
				From:												
11 Main St	0.41	**11000**	**G**	98%	0%	1%	0%	0%	0%	F	0.081	F	0.511	11000	G	2002
				To: SR 16												
				From:												
11 Main St	1.19	**19000**	**G**	97%	0%	1%	1%	1%	0%	C	0.085	F	0.501	20000	G	2002
				To: SR 16 Commerce St												
				From:												
11 E Main St	0.20	**18000**	**G**	97%	0%	1%	1%	1%	0%	F	0.082	F	0.523	19000	G	2002
				To: N Main St												
				From: Pendleton St												
11 Main St	0.04	**23000**	**G**	96%	1%	2%	0%	1%	0%	F	0.088	F	0.538	24000	G	2002
				To: Staley St												
				From:												
11 Main St	0.13	**18000**	**G**	96%	1%	2%	0%	1%	0%	F	0.084	F	0.502	19000	G	2002
				To: Park St												
				From:												
11	0.07	**14000**	**G**	96%	1%	2%	0%	1%	0%	F	0.089	F	0.583	15000	G	2002
				To: Keller St												
				From:												
11 N Main St	0.41	**11000**	**G**	96%	1%	2%	0%	1%	0%	C	0.098	F	0.51	12000	G	2002
				To: ECL Marion												
				From: I-81												
16 S Commerce Street	0.05	**9000**	**G**	89%	2%	4%	1%	3%	0%	F	0.091	F	0.582	9300	G	2002
				To: SR 217												
				From:												
16 S Commerce Street	0.68	**9100**	**G**	89%	2%	4%	1%	3%	0%	F	0.091	F	0.521	9500	G	2002
				To: US 11 Main St												
				From:												
16 11 Main St	1.19	**19000**	**G**	97%	0%	1%	1%	1%	0%	C	0.085	F	0.501	20000	G	2002
				To: US 11 Main St												
				From:												
16 Park Blvd	1.27	**4400**	**G**	98%	0%	1%	0%	0%	0%	C	0.091	F	0.594	4600	G	2002
				To: NCL Marion												
				From: WCL Marion												
North 81	0.22	**15000**	**G**	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002
Combined Traffic:		**30000**	**G**	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
				To: ECL Marion												
				From: SCL Marion												
North 81	0.27	**15000**	**G**	74%	1%	2%	1%	22%	1%	F	0.068	F		15000	G	2002
Combined Traffic:		**30000**	**G**	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
				To: SR 16												
				From:												
North 81	0.68	**14000**	**G**	74%	1%	2%	1%	22%	1%	F	0.07	F		15000	G	2002
Combined Traffic:		**31000**	**G**	75%	1%	2%	1%	20%	1%	F	0.07	F		32000	G	
				To: NCL Marion												
				From: WCL Marion												
South 81	0.22	**16000**	**G**	77%	1%	2%	1%	19%	1%	F	0.083	F		16000	G	2002
Combined Traffic:		**30000**	**G**	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
				To: ECL Marion												
				From: SCL Marion												
South 81	0.90	**16000**	**G**	77%	1%	2%	1%	19%	1%	F	0.083	F		16000	G	2002
Combined Traffic:		**30000**	**G**	75%	1%	2%	1%	20%	1%	F	0.068	F		31000	G	
				To: SR 16												
				From:												
South 81	0.37	**17000**	**G**	77%	1%	2%	1%	19%	1%	F	0.075	F		17000	G	2002
Combined Traffic:		**31000**	**G**	75%	1%	2%	1%	20%	1%	F	NA			32000	G	
				To: NCL Marion												
				From: Dead End												
217	2.20	**1100**	**G**	99%	0%	0%	0%	0%	0%	C	0.158	F	0.827	1200	G	2002
				To: SR 16												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Marion																
(1) N. Church St	0.22	**NA**		From: Lee Street							NA			NA		
				To: Catron Street												
(2) Fowler St	0.02	**1100**	**G**	From: WCL Marion												
				98%	0%	2%	0%	0%	0%	C	0.103	F	0.521	1200	G	2002
				To: Chatham Hill Cir												
(3) Pendleton St	0.11	**5000**	**G**	From: Commerce St							NA			5100	G	2002
				To: E Main St												
(4452) Poston St	0.39	**380**	**G**	From: US 11 Main St												
				98%	0%	1%	1%	1%	0%	F	0.111	F	0.758	400	G	2002
				To: W Cherry St												
(4452) E Cherry St	0.21	**3500**	**G**	From: S Park St												
				98%	0%	1%	1%	1%	0%	C	0.100	F	0.594	3600	G	2002
				To: SR 16 Commerce St												
(4453) Church St	0.77	**2600**	**G**	From: SCL Marion												
				98%	0%	1%	1%	1%	0%	F	0.09	F	0.555	2700	G	2002
				To: US 11 Main St												
(4453) Church St	0.11	**1500**	**G**	From: Main St												
				98%	0%	1%	0%	1%	0%	C	0.107	F	0.585	1600	G	2002
				To: Lee St												
(4453) Church St	0.31	**1500**	**G**	From:												
				96%	0%	2%	1%	1%	0%	C	0.103	F	0.595	1600	G	2002
				To: Main St US 11												
(4453) Chatham Hill Rd	0.15	**5000**	**G**	From:												
				96%	1%	1%	1%	1%	0%	F	0.093	F	0.804	5200	G	2002
				To: Chilhowie St												
(4453) Chatham Hill Rd	1.16	**2400**	**G**	From:												
				96%	1%	1%	1%	1%	0%	C	0.093	F	0.589	2500	G	2002
				To: NCL Marion												
(4454) Chilhowie St	0.96	**1900**	**G**	From: WCL Marion												
				97%	0%	1%	0%	1%	0%	C	0.09	F	0.514	2000	G	2002
				To: Chatham Hill Cir												
(4454) Chilhowie St	0.14	**2000**	**G**	From:												
				98%	0%	1%	0%	0%	0%	F	0.122	F	0.946	2000	G	2002
				To: Main St												
(4459) Keller La	0.70	**1500**	**G**	From: N Main St												
				98%	0%	1%	0%	0%	0%	C	0.105	F	0.537	1500	G	2002
				To: NCL Marion												
(4461) Johnston Rd	0.15	**2600**	**G**	From: ECL Marion												
				93%	0%	2%	2%	2%	0%	C	0.132	F	0.731	2700	G	2002
				To: US 11 Main St												
1st Street		**410**	**G**	From: Look Ave							0.109	F		430	G	2002
				To: Lincoln Ave												
Catron St		**320**	**G**	From: Springle Ave							0.119	F	0.65	340	G	2002
				To: Wolfe Ave												
Catron St		**620**	**G**	From: Prescott Ave							0.107	F	0.586	650	G	2002
				To: Chilhowie St												
Chilhowie St		**2100**	**G**	From: North of Main St							0.121	F	0.977	2200	G	2002
				To:												
Cumberland St		**390**	**G**	From: Clinton Ave							0.087	F	0.528	410	G	2002
				To: Hulldale Ave												
Dalton St		**270**	**G**	From: Hulldale Ave							0.097	F	0.571	280	G	2002
				To: Greenway St												

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				From: Magnolia St												
Dogwood Dr		**130**	**G**								0.123	F	0.636	140	G	2002
				To: Dead End												
				From: Action Pl												
E. Main St		**1600**	**G**								0.106	F	0.757	1700	G	2002
				To: Oak St												
				From: Cumberland St												
Hulldale Ave		**100**	**G**								0.174	F	0.539	110	G	2002
				To: Dead End												
				From: 1St Street												
Look Ave		**510**	**G**								0.109	F	0.5	540	G	2002
				To: Chilhowie St												
				From: Dogwood Dr												
Magnolia St		**230**	**G**								0.145	F	0.507	240	G	2002
				To: Hemlock St												
				From:												
Magnolia St		**270**	**G**								0.130	F	0.583	280	G	2002
				To: Veteran St												
				From: Golf View												
Mt View Dr		**170**	**G**								0.13	F	0.565	180	G	2002
				To: Country Club Rd												
				From: Cherry St												
Park St		**490**	**G**								0.089	F	0.544	520	G	2002
				To: Dead End S Of Cherry												
				From: Cumberland St												
Patton Ave		**90**	**G**								0.129	F	0.565	90	G	2002
				To: Dead End												
				From: E. Cherry St												
Pearl St		**700**	**G**								0.1	F	0.635	720	G	2002
				To: E. Hiigh St												
				From: Main St												
Pendleton St		**NA**									NA			NA		
				To: Commerce St												
				From: E. High St												
S. Iron St		**1100**	**G**								0.099	F	0.513	1200	G	2002
				To: Walnut St												
				From: Wassona Dr												
Wassona Dr		**2000**	**G**								0.091	F	0.624	2100	G	2002
				To: Hemlock St												
				From:												
Wassona Dr		**2000**	**G**	98%	0%	1%	0%	1%	0%	C	0.1	F	0.505	2100	G	2002
				To: Veteran St												
				From: Oakley St												
Wolfe Ave		**250**	**G**								0.143	F	0.527	260	G	2002
				To: Dover St												